

## NINE ARE KILLED AND MANY INJURED

New York Elevated Train Jumps  
the Track on Curve.

CORONER HOLDS AN INQUEST

Open Switch Causes Train to Leave  
Track and Plunge into Street Below.  
Motorman Attacked by Crowd—The  
Switchman Was Responsible.

New York, Sept. 12.—Nine persons  
were killed and more than thirty in-  
jured by the derailment of an elevat-  
ed railroad train at Fifty-third street  
and Ninth avenue today.

The train was a southbound Ninth  
avenue local and should have con-  
tinued on the straight track, instead  
of being switched to the curve by  
which Sixth avenue trains proceeded  
on Fifty-third street from Ninth av-  
enue. A Sixth avenue train had just  
passed and the switch to the curve  
was open. Owing to this open switch  
the first car of the Ninth avenue train  
took the switch just barely staying on  
the rails and turned into Fifty-third  
street, instead of going down Ninth  
avenue. The switchman, it is alleged,  
when he saw the blunder, turned the  
switch back again as if to send the  
train on the straight track down Ninth  
avenue. As soon as this was done  
the train was wrecked. The second  
car got around the turn, but the third  
car, owing to the switch being changed  
was thrown off the track. It fell  
into the street, turning completely  
over and landing upside down.

The fourth car and fifth car also  
left the rails, but did not fall to  
the street. The fourth car struck  
with terrific force against the build-  
ing at the southwest corner of Ninth  
avenue and rested against the fire es-  
capes. This building is occupied in  
part by a Mrs. Crow, whose family  
was at breakfast. The passengers  
in the fourth and fifth cars were able  
to save themselves and get to the  
street in safety by climbing through  
the windows of Mrs. Crow's apart-  
ments, from the fire escapes against  
which the fourth car rested.

Policeman Edward Moran who was  
injured, was standing beneath the  
train when the accident happened. He  
leaped when he heard the crash over-  
head and escaped death.

"I turned around and saw the car  
coming to the street," he said. "It  
fell with a crash of its forward end.  
The people were jammed forward,  
holding to the straps and mixed up to-  
gether."

"When the sides broke out they  
were scattered all over the street.  
These were the lucky ones. Those who  
could not get out were the worst in-  
jured."

"I saw there was awful work ahead,  
so I ran to Fifty-first street and  
turned in an alarm. Then I sent in  
a call for all the ambulances and  
asked for police reserves. As I ran  
back I yelled for help from wagons of  
all sorts. When I got back to the  
street, it was strewn with injured  
people. We lifted them into grocery  
wagons, trucks, anything handy and  
proceeded with them to the Roosevelt  
hospital. Many of them were women.  
They had fainted and it looked as if  
nearly all were dead."

"When the firemen came they began  
dragging people out of the car. The  
further down they got into the mass  
of humanity the slower the work be-  
came, and more serious were the  
wounds of those rescued. Finally, axes  
had to be used to get the people from  
under the wreckage. At that stage  
they began to pull out the dead."

"The excitement among those in the  
derailed cars on the structure as they  
realized what had happened became in-  
tense."

In the forward car the men seeing  
the motorman was responsible for the  
wreck, attacked him and tried to beat  
him. He was dragged from his seat,  
but he shouted for fair play and con-  
vinced the crowd that it was the  
switchman and not him that was re-  
sponsible.

Eight bodies of those killed in the  
wreck were taken to the Forty-seventh  
street police station and each was fol-  
lowed to the station house door by a  
crowd. In front of the station house  
the street was packed from building  
to building, and it was all that a squad  
of policemen placed at the door could  
do to keep the throng from forcing its  
way inside. The dead were laid out  
in a row on the floor and as fast as  
persons who could convince the police  
that they could make possible iden-  
tifications reached the station house,  
they were admitted.

As the news of the disaster spread  
the crowd in front of the station house  
increased until there was danger of a  
fatal crush and extra police were or-  
dered out to aid in clearing the street.

The head which was found detach-  
ed from the body was that of Solo-  
mon Nugast. Both head and body  
were found on the tracks, but sepa-  
rated by several yards.

Cornelius A. Jackson, the switch-  
man who was blamed for causing the  
disaster, was arrested at his home in  
West Twenty-second street. He main-  
tained that he had set the switch right.

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